

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,486 號陸十捌百肆千壹萬壹第 日期十月肆年柒十二號光

HONGKONG, TUESDAY, JUNE 4TH, 1901.

式拜禮 號肆月陸年壹零白九千壹香港 PRICE, \$2½ PER MONTH.

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH
WHISKY.
A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WE SHIPMEN SINCE 1815.
Wholesale Agents from London to Hongkong
in every India Station.
Apply to G. C. ANDERSON,
Hongkong, 1, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Shipped—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., every 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 12.45 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.30 p.m. ... Every 10 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

The pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill:
Enamelling a specialty.

MCKIRDY & CO.,
43 & 48A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.50 per Bag of 250 lbs.
SHewan, TOME'S & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Managing Director.

Hongkong, 17th February, 1899.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

O. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

CHAMPAGNE.

JUST LANDED, A FRESH SUPPLY OF
POMMERY AND GRENO, SEC. AND
EXTRA SEC.

PER CASE OF 1 DOZEN BOTTLES... \$55.00

2 " 3 BOTTLES... 58.00

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 24th May, 1901.

WINE AND SPIRIT MERCHANTS.

COTTAM & CO., HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING.

LIGHT, DURABLE, and COOL.

A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

PLAQUE SPECIFIC.

WATKINS'

* CHOW-SUI 真

DISINFECTING FLUID

(NON-POISONOUS).

Recommended by the Highest Medical, Scientific and Sanitary Authorities.

This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of

BUBONIC PLAGUE, SMALL POX, ASIATIC CHOLERA, YELLOW FEVER,

TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, and

PHthisis. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, and

MORE POWERFUL THAN CARBOLIC ACID.

WATKINS, LIMITED.

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SALSAPARILLA.

TONIC WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LANE, CRAWFORD & CO.

BEDSTEADS.

100 BEDSTEADS IN BRASS AND IRON

AND ALL BRASS.

100 WIRE SPRING MATTRESSES.

TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE

OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION

IS INVITED.

LANE, CRAWFORD & CO.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900.

ESTABLISHED 1857.

JUST RECEIVED.

S Y R U P S

A DELICIOUS AND REFRESHING DRINK MIXED WITH SODA-WATER
OR OTHER AERATED WATERS.

GRENADINE, GROSEILLE, CHERRY, STRAWBERRY, RASPBERRY, GUM,
LEMON, ORANGE, GOOSEBERRY.

PER BOTTLE (LITER) ... \$1.25

APPLY TO

[45] G. GIRAUT.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS

BY ENGLISH MAIL.

ANGLO-EGYPTIAN CIGARETTE CO.'S

PACHA, SULTAN, GORDON

CIGARETTES.

SWEET CAPORAL CIGARETTES.

VIKING NAVY CUT

MAY BLOSSOM.

LOG CABIN TOBACCO.

WILL'S GOLD FLAKE TOBACCO.

WILL'S NAVY-CUT TOBACCO.

SWAN FOUNTAIN PENS.

WATERLOWS' MULTIPLEX INK.

MATHEMATICAL INSTRUMENTS.

VERY LARGE NEW STOCK

AT ALL PRICES.

23 & 25, Queen's Road, Hongkong.

NOTICE OF FIRM

VACUUM OIL COMPANY.

NOTICE.

I HAVE This Day TAKEN CHARGE of

the Hongkong Branch of the Company.

HAREY THOMAS,

Manager.

Hongkong, 1st June, 1901.

TEMPORARY REMOVAL

H. YERA'S PHOTOGRAPHIC STUDIO

TEMPORARILY REMOVED TO

NO. 8, ARSENAL STREET.

(Next to Sailors' and Soldiers' Home).

Where Business will be conducted as usual.

Hongkong, 29th May, 1901.

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING

will be held in the CRICKET CLUB

PAVILION, on TUESDAY, the 11th June, at

5.30 P.M.

BUSINESS:

1. To receive and pass the Hon. Treasurer's Accounts.

2. To elect the Officers and Committee for

the ensuing year.

3. To fix the value of the Club Prizes for

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

[35]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1901

DURING the long and tedious negotiations which have been progressing during the greater part of the current year with regard to the means by which China is to meet the claims made on her by the various foreign Powers, the question of *lekin* dues has been largely discussed. The Chinese offer early last month to find 450,000,000 taels for payment of the Powers' demands, included a sum of no less than 2,000,000 taels from *lekin* taxation. Were the indemnity question less complicated than it is, the Powers, or at least such of them whose interests in China are commercial, not political, would no doubt press for an immediate abolition of this system of taxation. In connection with this matter, certain remarks which appeared in our Shanghai morning contemporary, the *North-China Daily News*, may well be quoted. "It has been laid down 'some time ago,' says the *Shanghai Journal*, 'by foreign merchants engaged in the China trade that they would make no objection to a reasonable, even a considerable, increase in the Customs tariff, if *lekin* were abolished altogether. To this our Government should strictly adhere. It should set its face like a flint against any manipulation of *lekin* such as confining it to native goods, or collecting it in certain places through the Foreign Customs. *Lequin* as a form of taxation is so essentially bad that no manipulation of it can make it tolerable; the only admissible course is to do away with it altogether. Like our own income tax, *lekin* is a modern tax, introduced some fifty years ago for a temporary purpose, to provide funds for the suppression of the Taiping Rebellion; and again like our own income tax, it has been kept on long after its original purpose was satisfied. Its currency is associated with half a century of decay and retrogression everywhere in China except at the treaty ports, and it is as unprofitable to the central government of China as it is vexatious to the native trader. We strongly deprecate any manipulation of it in connection with the indemnity, because the result would inevitably be to make it a permanent curse to the country, and so entrench it that future attacks on it by the mercantile community will be defeated beforehand.'

The Telegraph Companies notified us yesterday afternoon that owing to the interruption of the Foochow-Shanghai cable, there will probably be considerable delay on telegrams to and from North China and Japan.

The state of affairs engendered by the present epidemic of plague in the Colony is having a very bad effect on Chinese generally, and is much felt by all foreigners employing native labour; workmen running away as soon as they receive their pay. Yesterday morning we noticed a hard-working medico, who has been much engaged of late in dealing with plague cases, being trundled round town in his rickshaw by a decrepit old coolie, his private coolies having disappeared.

A correspondent says:—Yesterday morning, about half-past seven o'clock, on my way to business, I saw in Praya East, just above the Naval Canteen, a row of about twenty dead rats spread out in the roadway. They had been picked out of rubbish by dust coolies, who were awaiting the arrival of a sanitary inspector to have the rats counted and the reward per rat offered by the Sanitary Board paid over. The rats were all very much decomposed, and the stench was frightful.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for sale by public auction two lots of Crown land, one situated in Victoria (Barker Road) and the other in Mong Kok Tsui, Kowloon. The former, known as Rural Building Lot No. 107, is 11,949 square feet in contents, and has an annual rental attached of \$63. The purchasers, Messrs. Denison and Bam, paid \$1,456 for the lot—\$20 above the upset price. Kowloon Inland Lot No. 1,127 (contents 1 square foot, 1,300 annual rental, \$16) fetched \$1,820. Mr. E. M. Hazland being the buyer. The upset price was \$1,300.

During the 48 hours preceding noon yesterday there were reported 57 fresh cases of plague (53 Chinese, and 4 other Asiatics) and 49 deaths (47 Chinese, 2 other Asiatics). The returns show that the cases are distributed over the Colony, and are not confined to any particular district. Two other children, one three years and the other nine months, of the Portuguese sanitary force, who with two of his family was recently removed from his home in Battery Street, Yau Ma Tei, suffering from the disease, have succumbed. This makes in all four deaths in the one family. All the European patients are still doing well. The Parsee caretaker of the City Hall is in a serious condition.

It is perhaps hardly necessary to quote instances in support of the assertion that *lekin* is inimical to the expansion of trade. Residents in South China are well enough acquainted with the facts of the case to dispense with the piling up of instances. With the conclusions of our contemporary whom we have quoted above, none will, we imagine, be disposed to disagree; nor yet with the remarks which follow. "Unless a well-paid and vigilant foreign official," continues our contemporary, "is stationed at each of the thirteen hundred magistracies in China, it will be impossible for the Customs or any similar board to protect the native trader from extortion, as long as *lekin* is allowed to exist in any shape. If it were arranged that the Customs should collect the *lekin* at the treaty port on other imports, as is done with opium, an exemption certificate being granted, as long as *lekin* exists in the interior there would be officials to examine these exemption certificates, as the cargo passed their stations, and they would necessarily get their pay by extortion. The well-being of trade in China depends on her exports being stimulated, and we know that to increase the exports of the country, it is imperative to abolish *lekin* and all inland and transit dues of whatever nature, whatever supposed safeguards may be adopted in their collection. Merchants could afford to pay on a scale of fifteen per cent. *ad valorem* on imports and exports if all inland taxation were honestly suppressed; and as it must be remembered that it would cost the Imperial Maritime Customs no more to collect fifteen per cent. than five per cent., any gross increase in the amount they collect will be equivalent to a net increase in inland taxation." There is, of course, a large number of officials now employed in connection with the *lekin* collection, while the provinces themselves derive large revenues from the money thus accruing to them. A large proportion of the increase in the Imperial Maritime Customs tariff would have, therefore, to go to the provincial authorities, while it can be held certain that the expansion of trade resulting to China from the establishment of a new regime would enable the displaced officials to find employment in more honourable situations. The inconvenience and injustice of the old system has been a commonplace for very many years. We hope that among the improvements introduced by the settlement of Chinese affairs, it is not yet too late to look for a final condemnation of the *lekin* system.

Mr. W. J. G. Whiley has been appointed Consul at Hongkong for Peru.

The return of visitors to the City Hall Library and Museum last week showed that 195 non-Chinese and 53 Chinese visited the former institution, 62 non-Chinese and 1,170 Chinese the latter.

The Telegraph Companies notified us yesterday afternoon that owing to the interruption of the Foochow-Shanghai cable, there will probably be considerable delay on telegrams to and from North China and Japan.

The Governor-General of Indo-China has ratified a convention concluding to M. Potel, civil engineer, an annual subvention of £12,000, equal to 1,030/- per sea league for fifteen years for a French line of steamers between Bangkok and Singapore. The contractor undertakes to perform a weekly service between those ports with three steamers of 400 tons net, and a maximum draught of 13 feet. They may be built abroad, but must carry the French flag, and have an effective speed of 11 knots. The captain, two deck officers, and the chief engineer must be French. The maximum passenger rates are fixed at 35c. per sea league for the first-class, 40c. for the second, and 20c. for soldiers and passengers.

According to the *Mainichi*, the Korean Government notified the British Acting Minister last month that the residence of Mr. McLeary Brown and the control of the Customs business must be surrendered on or before the 31st of the month, as a preliminary to the cancellation of Mr. Brown's agreement, which is to be annulled when the loan affair is finally concluded. The loan affair is making no progress, it is added, but it is expected that a settlement will be effected when the Korean demands regarding Mr. Brown are complied with. It is stated by the *Asahi* that the arrival of the French cruiser *Pascal* in Chemulpo from Taku is understood to have some significance, and it is rumoured that more French warships are expected shortly.

The negotiations for the formation of a Cabinet by Count Inouye have for the present failed, says a Tokyo telegram of the 23rd ult. to the *Osaka Asahi*. Count Inouye has not succeeded in inducing the gentlemen he desired to include in the Cabinet to accept office, and the efforts of Marquis Yamagata and Marquis Ito to assist Count Inouye have proved fruitless. Yesterday morning Count Inouye called on Marquis Ito and informed him of his failure, and urged Marquis Ito to once more accept office, in which case he would be willing himself to take the Financial portfolio. In the afternoon Count Inouye called on Marquis Yamagata, Marquis Saigo, and Marquis Saeki, and informed them of the position. Marquis Ito, however, has absolutely declined the request of Count Inouye, and has left Tokyo for Oiso. Count Inouye has decided to surrender his commission to form a Cabinet and has asked Marquis Saionji to present his decision to the Throne. The Premier waited upon the Emperor to-day and laid the decision of Count Inouye before His Majesty.

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The latest Straits papers to hand give the week's mortality there as 205 deaths on the total population, or 43.22 per 1,000.

It is stated that Lieut.-Colonel Futow, the United States representative on the Tientsin Administration Yamen of the Allies, has resigned and sailed for America.

H.M.S. *Lizard* is leaving very soon for Singapore, probably on her way back to the Australian station, whence she was borrowed during the Chinese crisis last year.

Apart from plague cases last week (of which there were 215–161 in Victoria—with 207 deaths), there were reported 2 cases of enteric fever and one of small-pox, the latter proving fatal.

A brisk rice trade is now springing up between Saigon and Madagascar. The other day a German steamer left Saigon for Tamalave with a full cargo of grain. Optimists hope great things from this new commercial departure.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals began to acknowledge with thanks the following donations to the funds of the Hospitals:

A Patient \$10
J. G. P. 6

We understand that the Chinese in the Colony intend petitioning H.E. the Governor to be allowed to return to their homes in the country should they be seized with plague or other infectious disease. The granting of such a petition, it is not necessary to point out, would be a breach of the Venice Convention.

The strictures of the opium-smuggling laws at Saigon lead to great hardship when the drug is hidden, as is often the case, on board vessels without the knowledge of the master, who for all that is held responsible. This happened a few weeks ago to a German steamer at that port. The master had to give security amounting to 15,000 dollars to answer the charge before he could leave the port.

Epidemics of so-called "queen-cutting" have on various occasions caused panics in China. The natives have as a rule attributed the outbreak either to "foreign devils" or to the White Lily society. A Japanese doctor, however, according to the Chinese native papers, has discovered that the loss of a queen may often result from the action of a microbe which is found on flies and rats. Perhaps the "held-head disease" which ravaged Formosa was of the same origin.

Commenting on the censorship exercised by the police authorities in suspending some of the Japanese papers for publishing the programme of the new Socialist Party, the *Japan Herald* says:—After careful perusal of the manifesto, we fail to see how its publication could possibly be regarded as inimical to peace and order. The prohibition is absurd. Day after day, scurrilous personal abuse of the most vulgar description is absolutely ignored, but the academic expression of socialist principles, which are discussed as mere matters of course in Europe and America, at once elicits this extraordinary order.

An effort is being made, says the *Express*, to establish a daily newspaper in London which shall be the production of women in every particular, from pulp to distribution. Capital is ready for the enterprise, providing certain well-known literary women can be enlisted as editors. Sporting news will be done by women, as well as Politics, Parliament, Court, and Police. Men's handiwork will be allowed to appear nowhere except in the financing.

French papers state that the Russian squadron in the Mediterranean, after visiting France and Italy, proceeded to Spain and then to Greece.

Dr. Christopher and Stevens are expected shortly from England to make inquiries and investigations in India into the causes of malarial fever.

It is reported from St. Petersburg that Lieutenant-General Souchon, head of the Staff College at the Russian capital, has been appointed to the post of commander of all the Cossack troops in Siberia.

Among the latest arrivals in the Colony is Captain F. W. Harris, the A.D.C. to the Governor-General of the Philippine Islands, who is accompanied by Mrs. Harris. Capt. Taylor has taken a short leave to the United States.

The census returns show that Marseilles is now the second city of France, with a population of 494,760, which is an increase of 47,25 since 1896. Lyons, on the other hand, has decreased in population by 12,860 during the same period, and now has only 453,145 inhabitants.

Dr. Small of Illinois, U.S.A., has been experimenting with the X rays upon gems. He has discovered an infallible method of differentiating between imitation and real jewels. He finds that the genuine stones show only a faint trace on the skiasgraph, while the false come out nearly black.

Comte Louis Jouffroy D'Abbans, French Consul at Singapore, was last month in Selangor for the purpose of arranging for the participation of the Federated Malay States in next year's inter-colonial exhibition at Hanoi, and to gather materials for a report on the trade and commerce of the States generally.

Great activity is shown in fortifying the country along the coast at Batavia. It is intended to utilize pensioners as guards in these fortifications in time of peace. In time of war, the troops detached to garrison them will be held in readiness at Batavia to hasten to their posts at the first alarm. Another idea that has found favour is to encourage the growth of brushwood around the forts, so as to conceal them from the enemy.

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POLICE COURT.

Monday, 3rd June.

BEFORE MR. HAZELAND.

DRUNK AND DISORDERLY.

James Langley, a coloured clerk, residing at the "Star" Coko House, was charged with behaving in a disorderly manner on Sunday whilst drunk.

His Worship—Are you guilty or not guilty?

Defendant—I don't know; I was blind drunk.

His Worship—What was the disorderly conduct?

An Indian, constable said the defendant was shouting and creating a disturbance in Queen's Road Central.

His Worship (to defendant)—Any questions?

Defendant—I don't remember anything, your Worship, so I beg the mercy of the court.

His Worship—Five dollars, or 14 days.

ASACLU WITH A SHOVEL.

A native of Suez, a first-class fireman on the steamer *Java*, was charged with assaulting F. S. Wild, chief engineer of the *Java*, on the 1st inst., at sea. A plea of not guilty was tendered by the defendant, whose only apparel was a shirt and pair of trousers.

The complainant stated in evidence that on Saturday morning he was called down to the smoke-hole about an injury to one of the boiler tubes. He gave orders for a tackle to be rigged up, but the work was so carelessly done that the tackle swung round and struck him on the ear. Whilst he was remonstrating with the man responsible for the work, the defendant came up behind and struck the complainant across the back with a shovel, which he brandished over his head, with a threat to chop the complainant's head off, if he did not at once leave the smoke-hole. The complainant attempted to arrest the defendant, but he had to call for the assistance of other three men before this was achieved.

Defendant—The complainant called me a pig. I did not strike him.

His Worship—One month's hard labour.

ANOTHER ROW ON THE "JAVA."

A coal-trimmer on the same steamer, also hailing from Suez, was charged with assaulting David Wilcox, fourth engineer, on the 31st ult., at sea. He likewise pleaded not guilty.

The complainant deposed that he ordered the defendant to leave the smoke-hole and to go into the engine-room. He refused, and picked up a coal-shovel, with which he attempted to strike the complainant, who closed and threw him.

Defendant—He is always striking me.

His Worship—One month, with hard labour.

A STRUGGLE IN A POLICE STATION.

Charles Stannin, a German seaman, was brought to No. 2 Police Station in a chair at half-past eleven on Sunday night. He was drunk and had damaged the chair to the extent of fifty cents—damage he had to pay for. The man was very abusive, and in the charge room of the station caught Inspector Collett by the throat and attempted to throw him. With the assistance of a European constable and a Chinese sergeant interpreter, Stannin was ultimately locked securely away in a cell and left to his own reflections.

When charged, he said he did not remember, and was fined \$5.

GAMBLING.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the CONCERNED, on THURSDAY, the 6th June, at 11 A.M., at their Sales Rooms, Ice House Street, A Consignment of AMERICAN FANCY LAMPS, GLOBES and SHADES (Comprising of Mafra, Narbo, Napa, Lermo, by & Kerba, B B 17, Kufor, Kilwa, Jon, Iglo, Jon, by 110, Juno, Heron, Tola, Wulno, Arno, Balser, Cess, Glenroy, Horgo, Rochester, &c. &c.) TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th June, 1901. [1417]

THE SHERIDAN CONSOLIDATED MINING AND MILLING COMPANY, LIMITED (In LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Return of Capital, at the rate of One Taal per Share, will be paid to Proprietors.

Holders of Scrip are requested to send their Share Certificates to the Secretary, at the Office of the Company, No. 39, Whampoo Road, with as little delay as possible, when they will be exchanged for Warrants, for the amounts due, payable at the Office of the Hongkong and Shanghai Banking Corporation, No. 12, The Bund, on and after the third day of June, 1901.

By order of the Liquidators,

J. D. THORBURN, Secretary.

Shanghai, 27th May, 1901. [1415]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship "YUENSANG," Captain Rolfe, will be despatched as above on THURSDAY, the 6th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th June, 1901. [1416]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUIME AND TRIESTE. (Taking Charge at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS).

THE Company's Steamship "INDIA," Captain Ghezzo, will be despatched as above on SATURDAY the 15th inst.

For information as to Freight, apply to:

SANDER, WIELER & CO., Agents.

Hongkong, 4th June, 1901. [1416]

FOR NEW YORK.

THE 33 A II American ship "L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to:

CARLOWITZ & CO.

Hongkong, 3rd June, 1901. [1414]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "JAVA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 9th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 3rd June, 1901. [1415]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

"CHINGWO,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 10 A.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd June, 1901. [1413]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [99]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to Sell by Public Auction, for Account of the Estates of the late M. BRODIE, E. ARNOTT, L. U. JACKSON, H. THORNTON & MUSHTAM SINGH (Deceased).

TO-DAY (TUESDAY), the 4th June, 1901, at NOON, at their Sales Rooms, Ice House Street.

SUNDRY GOODS and EFFECTS, comprising—

TRAVELLING BAGS and TRUNKS, BOOKCASE, CLOTHING, BOOKS, &c. &c.

Also ONE BICYCLE and a Quantity of JEWELLERY.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 1st June, 1901. [1412]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,950 of \$50 notes issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 30th May, 1901. [1379]

CARTRIDGES.

NOBEL'S SPORTING BALLISTICS. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE of 12-POUNCE CARTRIDGES.—

Loaded with Powder Powder only, and a Box of Shot.

Primrose Cases ... \$5.65

Primrose Cases ... 8.40

Pegamoid Cases ... 6.25

Pegamoid Cases ... 8.00

Ejector Brass Cases ... 6.50

Ejector Brass Cases ... 8.65

5 per cent discount on orders of 1,000 and over.

Apply to:

W. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1891. [189]

Q U A N W A H & C O.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1891. [1044]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE ALSO FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1901. [1445]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tourist System. A Person with a very small saving can purchase one of these.

A. RUMJAHN.

Hongkong, 29th May, 1901. [1377]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

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All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 3rd June, 1901. [1415]

NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

"CHINGWO,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 10 A.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd June, 1901. [1413]

C. E. WARREN,

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [99]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve, or one cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901. On Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrant there, on and after the same date.

A. H. MANCELL,

Secretary.

Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:

Carl. No. Shares Numbered.

6—10 51—60 Anthony Babington, Esq.

7—19 61—70 Do.

8—10 71—80 Do.

9—10 81—90 Do.

14—19 151—160 Creasy Evans, Esq.

15—16 161—170 Do.

18—19 182—190 Fung Shiu San, Esq.

19—20 191—210 Do.

25—26 216—235 A. G. Gordon, Esq.

33—34 311—320 Elzear Sines Kelly, Esq.

34—35 321—330 Do.</

INSURANCES

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1858.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [139]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSON & CO.,
Agents.

Hongkong, 16th May, 1892. [130]

SALAMANDER FIRE INSURANCE COMPANY

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [133]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSON & CO.,
Agents.

Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1899
£14,409,080.

I. AUTHORIZED CAPITAL...	£3,000,000	0 0
SUBSCRIBED CAPITAL...	2,750,000	0 0
PAID-UP CAPITAL.....	687,500	0 0
II. FIRE FUNDS.....	2,731,183	13

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [1872]

PHOENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1851.

CAPITAL..... £110,000.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

W.M. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PURSUED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSON & CO.,
Agents.

Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [184]

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1828).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.

C. S. H. settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. [274]

WANTED.

A WRITER for TEMPORARY EMPLOYMENT in H. M. Victualling Yard. Apply to Office of DEPUTY VICTUALLING STORE OFFICER between 9 and 12.
Hongkong, 1st June, 1901. [1403]

WANTED.

BY A YOUNG GENTLEMAN (now
employed in a Large Mercantile Office)
who has a Good Knowledge of Shipping
and General Office Work, and is also a Stenographer. Position as OFFICE ASSISTANT
here or Outports.
Address—

"C."

Care of Daily Press Office.
Hongkong, 1st June, 1901. [1404]

WANTED by a BACHELOR, a
FURNISHED HOUSE at the PEAK
for July to September.
Apply, stating Rent, to—

"PEAK".

Care of Office of this Paper.
Hongkong, 31st May, 1901. [1390]

WANTED.

CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.

Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor: 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY

Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot fo
Eastman's Kodak Film and Accessories;
17a, Queen's Road Central.

JEWELLERY

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c.; Develop-
ment Works, Amateurs' Requisites

M. MUMYEJA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manilla. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlors,
Provision & Coal Merchants, Sail-
makers &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Stockholders; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Bundell,
Spens & Co.'s Composition.

TAILORS

E. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BUEJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

M. N. LAZARUS,
Optician, of London and Calcutta,
may be consulted for SPECTACLES at

16, Queen's Road Central
(H. Houghton & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of extracts and diseases
affecting those advancing in life, seem to
those having some deficiency in the construction
of the eyes—the many forms of "Eye Strain"
ending in serious forms of disease. Glasses
especially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth,
11 feet 6 inches; Depth, 6 feet 6 inches;
Compound Surface Condensing Engine, 12 inches;
16 inches; Boiler, 6 by 7; Stroke, 12 inches;
Working Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth,
12 feet 6 inches; Depth, 6 feet 6 inches; Com-
pound Surface Condensing Engine, 9-inches
by 18 inches; Boiler, 6 by 7; Working Pressure
125 lbs.

The above Three Launches were built in
Hongkong, October 1899, under the Super-
vision of Captain F. D. Goddard, Marine
Surveyor.

Plans and Specifications of the same can be
seen
Please apply to—

TUNG TAI & CO.,
Engineers and Shipbuilders, &c.,
23, Praya East, Wan Chai.
Hongkong, 15th April, 1901. [1021]

THE COALING-STATIONS
QUESTION.

The War Office view is that the time has
come for the smaller coaling-stations to be taken
over by the Admiralty. The subject requires a
great deal of examination, and the First Lord
of the Admiralty has not yet seen his way to give
a final decision. If the Secretary for War
carries his point, the department will have fire
battalions of the line available to be added for
home service, a consumption deeply to be
desired seeing that the balance of foreign
and home battalions is still completely out of gear
and needs adjustment. At many places abroad
military garrisons are now maintained to protect
naval stores against a naval raid, and it is high
time that the question should have been brought
prominently into the foreground of reform.
The Admiralty have hitherto evaded their re-
sponsibilities in this connection with considerable
astuteness, but as the point has now been forced
to an issue, it may be of interest to examine
some details bearing on the scheme.

From the military point of view, the
advantages of the transfer are obvious. In the
first place, there is the gain of the fire battalions
above referred to, a gain that will naturally
assist our perplexed authorities in the adjustment
of the military equipment. Five battalions,
furthermore, represent in round numbers 5,000
men, and it has long been felt that the cost of
these men would be more equitably borne by the
naval than by the military vote. To many
civilians any discussion of the sort sounds like
hair-splitting. The average taxpayer takes no
interest in votes, and is supremely indifferent
regarding the details of Government expen-
diture. Many members of the House of
Commons, while priding themselves on a close
consideration of public money, are similarly
prone to ignore the details of naval or military
expenditure, and to regard the total sum voted
in any one year for either service as the crux
of the estimates for the armament concerned.
It is the crux which makes it the more essential
that redundant expenditure in any public
department should be discounted and alloted
to the proper quarter.

EFFICIENCY.

Military garrisons, varying in size from a
battalion of infantry to a company, and even to
a detachment of engineers or artillerymen, are
now maintained at the following coaling
stations, among others, abroad:

Aden, Africa; Barbados, Bermuda; B. Co-
lumbia, West Crete, Cyprus, Jamaica, Mauritius,
Singapore, St. Helena, St. Lucia, Sierra Leone
Straits Settlements.

To even the layman it is obvious that troops
split up into small detachments and distributed
in these garrisons cannot be effectively trained
in the art of war under modern conditions.
With regimental headquarters in one station,
half a battalion in another, while a detachment
occupies a third, there is little or no opportunity
for drill, and it is an organisation hardly
calculated to result in efficiency. Under such
conditions the keenest officer need despair.
No real work can possibly be carried out. From
a regimental point of view, the time spent
by a battalion under such conditions may
be regarded as time completely lost in the
military sense. A commanding officer is but
mortal; his zeal soon evaporates under such
depressing conditions. Deprived of tangible
command, and subject to the exhausting effects
of an evocative climate on the one hand and a
disembodied battalion on the other, the keenest
soldier loses heart, and the weak soon drop all
interest in their profession. The spirit and
zeal of the officers are invariably reflected among
the men. Keenness can only be maintained by
opportunity, and if the military opportunity
is wanting, the unit concerned rapidly deterior-
ates and becomes slack. South Africa has
only too surely taught us the need of more
extended military training than is possible at
most of the garrisons under review. The art of
scouting cannot be conveniently acquired on a
small island, nor is there a sufficiency of troops
in any to learn the modern method of attack.
Officers are expected at varying stages of their
professional career to pass examinations in
tactics and in tactical fitness for command, and it
is difficult to see how these arts are to be
acquired under the conditions imposed.

DUAL CONTROL.

At most of these small coaling-stations, and
particularly in the case of those not attackable
from the land, it will, should the military
garrison be withdrawn, be possible to place
command in the hands of one authority in
place of two. Responsibility would thus be
centralised. At present it is decentralised to
the point of danger. The Navy control the
ships in harbour. The Infantry occupy the
barracks. The Royal Garrison Artillery
man the forts, while the Royal Engineers are
responsible for the submarine mines under the
harbour, and the balloon that hovers above.
Command, between the naval and military
services, is none too clearly defined, and any
reform that will centralise harbour defence
in the hands of one authority, and that a sailor
deserves the cordial support of the nation.
The Admiralty should be supreme in its own
domain.

THE NAVAL CASE.

It is not to be expected that my Lords will
regard with equanimity the Military proposal
to saddle the Naval estimates with the additional
cost of 5,000 men. They will protest, and that
vigorously, whether their views, or those of the
Secretary of War will prevail, rests with
Parliament, which alone can decide the issue.

THE ADMIRALTY PRONOUNCEMENT.

With reference to the point under discussion,
the Admiralty have not been backward. The
Parliamentary Secretary, during a speech in
the House on the Navy Estimates, has already
said that the matter has yet to receive the
careful consideration of the Admiralty auth-
orities, who, while most anxious to co-operate
with any other department for the service of

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, B.N.E.	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAON	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	J. S. Stevenson, C. C. Talbot, B.N.E.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	PROMETHEUS	Brit. str.	—		P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	RHIZUS	Brit. str.	—	P. Magin	BUTTERFIELD & SWIRE	On 9th July.
BREMEN, VIA PORTS OF CALL.	HAMBURG	Ger. str.	—	T. Hide, B.N.E.	BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES & LONDON	SOCOTRA	Brit. str.	—	G. E. T. Cook	MELCHERS & CO.	On 13th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	SHINANO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On or about 15th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	NATAL	Fren. str.	—		MISSOURI MARITIMES	On 14th inst. at Daylight.
HAVRE & HAMBURG VIA FOOCHEW	HITACHI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 17th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	SARINA	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 28th inst. at Daylight.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	G. Anderson	HAMBURG-AMERIKA LINIE	On 6th inst.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE & HAMBURG	SAMBIA	Aus. str.	—		HAMBURG-AMERIKA LINIE	On 25th inst.
TRISTE, &c., VIA PORTS OF CALL.	INDRAVELLI	Brit. str.	—		SANDER, WIELER & CO.	On 15th inst.
NEW YORK VIA PORTS & SUZ CANAL	INDRAVELLI	Brit. str.	—		DODWELL, CO., LIMITED	On 14th inst.
NEW YORK	INDRAVELLI	Amr. str.	—		McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK VIA SUZ CANAL	INDRAVELLI	Brit. str.	—		JARDINE, MATHERSON & CO.	On 25th inst.
NEW YORK	INDRAVELLI	Brit. str.	—		SHEWAN, TOME & CO.	On or about 1st Aug.
VANCOUVER, VIA SHANGHAI, &c.	ARABA	Amr. str.	—		CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA MOJI, &c.	INDRAVELLI	Brit. str.	—			To-morrow.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	INDRAVELLI	Brit. str.	—			On 7th inst. at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	INDRAVELLI	Brit. str.	—			On 10th inst.
PORTLAND (OR.)	INDRAVELLI	Brit. str.	—			On 28th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLI	Brit. str.	—			On 7th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLI	Brit. str.	—			To-morrow.
SAN DIEGO, &c., VIA MOJI, &c.	INDRAVELLI	Brit. str.	—			On 11th inst. at Noon.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	—			On 20th inst.
YOKOHAMA DIRECT	INDRAVELLI	Brit. str.	—			On 10th inst.
KOBE	INDRAVELLI	Brit. str.	—			On 28th inst. at 4 P.M.
KOBE & YOKOHAMA	INDRAVELLI	Brit. str.	—			On 7th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	INDRAVELLI	Brit. str.	—			To-morrow.
MOJI, KOBE & YOKOHAMA	INDRAVELLI	Brit. str.	—			On 18th inst. at Noon.
WEIHAIWEI & TIENSIN	INDRAVELLI	Brit. str.	—			To-morrow.
SHANGHAI, MOJI, KOBE & YOKOHAMA	INDRAVELLI	Brit. str.	—			To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDRAVELLI	Brit. str.	—			To-morrow.
SHANGHAI	INDRAVELLI	Brit. str.	—			On 6th inst. at 4 P.M.
ANPING VIA SWATOW & AMOY	INDRAVELLI	Brit. str.	—			On 7th inst. at 5 P.M.
FOOCHEW VIA SWATOW & AMOY	INDRAVELLI	Brit. str.	—			On 10th inst.
TAMSU VIA SWATOW & AMOY	INDRAVELLI	Brit. str.	—			On 12th inst. at Noon.
ILOILO & CEBU	INDRAVELLI	Brit. str.	—			On 21st inst. at Noon.
MANILA & ILOILO	INDRAVELLI	Brit. str.	—			
MANILA	INDRAVELLI	Brit. str.	—			
MANILA	INDRAVELLI	Brit. str.	—			
YAP, SAIPAN, GUAM, PONAPE, &c.	INDRAVELLI	Brit. str.	—			
BOMBAY VIA SINGAPORE & PENANG	INDRAVELLI	Brit. str.	—			
BOMBAY VIA SINGAPORE & COLOMBO	INDRAVELLI	Brit. str.	—			

SHIPPING.

ARRIVALS.
JUN 3 CHINGWO, British str., 2,517, H. W. N. Evans, Singapore 29th May, General.
JARDINE, MATHERSON & CO.
JUN 3 HAITUNG, British trapt., 1,247, T. P. Hall, Taku and Weihaiwei 28th May.
JUN 3 AMARA, British str., 1,556, Mattock, Singapore 20th May and Bangkok 27th, Rico-JARDINE, MATHERSON & CO.
JUN 3 FEELA, British str., 1,237, G. Blaxland, Manila 31st May, General.—SHEWAN, TOME & CO.
JUN 3 TOSA MARU, Jap. str., 3,610, S. J. G. Parsons, Shanghai 31st May, General.—NIPPON YUSEN KAISHA.
JUN 3 KWEIYANG, British str., 1,062, Outerbridge, Canton 3rd June, General.—BUTTERFIELD & SWIRE.
JUN 3 TIENAU, German str., 1,002, Sanders, Canton 3rd June, General.—ARNOLD, KAEBERG & CO.
JUN 3 CHINOTO, British trapt., 2,600, J. E. Williams, Sydney 13th May.
JUN 3 TIENAU, British str., 1,250, Armitstead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
JUN 3 Hailong, British str., for Haiphong.
Hong Kong, British str., for Swatow.
Chaozang, British str., for Shanghai.
Kuifong, British str., for Holo.
Whampoa, British str., for Shanghai.
Bawerit, British str., for Joana.
Compania de Filipina, Amr. str., for Manila.
DEPARTURES.
JUN 3 MELPOMENE, Aust. str., for Bombay.
JUN 3 CARDIUM, British str., for Yokohama.
JUN 3 THALES, British str., for Swatow.
JUN 3 L-OS, French str., for Europe.
JUN 3 CHOYANG, British str., for Shanghai.
JUN 3 HONG BEI, British str., for Swatow.
JUN 3 SHENG LEONG, British str., for Amoy.
JUN 3 HAILONG, British str., for Haiphong.
JUN 3 STULLBERG, German str., for Canton.
VESSELS IN DOCK:
ABERDEEN DUCKS—Unsure.
KOWLOON DOCKS—U.S.S. Bennington, Burns side, Meade, Union, Iris, Athenian, Desartes, Juno, Natura, St. Enoch.
OSMOPOLITAN DOCK—Colonies, Simongan, Fotschan, Munchen.
SHIPPING REPORTS.
The British steamer <i>Perla</i> , from Manila 31st May, had fine weather and smooth sea.
The British transport <i>Hatching</i> , from Taku and Weihaiwei 28th May, had light winds and fine weather.
The British transport <i>Chingtu</i> , from Sydney 13th May, had fine weather with smooth sea throughout.
VESSELS PASSED ANJEL.
May 10 Danish barque <i>Engulph</i> , Bonnelcy, for Bangkok.
May 10 Amer. m. barque <i>Astral</i> , Dunham, from New York for Shanghai.
May 11 British str., <i>Yunnan</i> , Sanders, from London for Batavia.
May 12 Amer. ship, <i>Helen A. Wyman</i> , from the West.
May 13 Dutch str., <i>Salak Sharp</i> , from Rotterdam for Batavia.
May 15 Dutch str., <i>Soemba</i> , Fenenga, from Amsterdam for Batavia.
May 15 Dutch str., <i>Princes Amalia</i> , Potjer, from Batavia for Amsterdam.
May 15 French barque <i>Georges Valentine</i> , Herbert, from Dunkirk for Haiphong.
VESSELS ON THE BERTH
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA
THE Company's Steamship.
"DAIJIN MARU"
Captain T. Ozata, will be despatched for the above ports on SUNDAY, the 4th June.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd June, 1901.
THE OSAKA SHOSEN KAISHA, LIMITED.
FOR TAMSU VIA SWATOW AND AMOY.
THE Company's Steamship.
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on TUESDAY, the 6th June, at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 4th June, 1901.
THE OSAKA SHOSEN KAISHA, LIMITED.
FOR TAMSU VIA SWATOW AND AMOY.
THE Company's Steamship.
"DAIJIN MARU."
Captain T. Ozata, will be despatched for the above ports on SUNDAY, the 4th June.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd June, 1901.
PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.
THE Company's Steamship.
"INDRAVELLI"
will be despatched for Portland (Or.) on MONDAY, the 10th June, 1901.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.
Hongkong, 3rd June, 1901.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, B.N.E.	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAON	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	J. S. Stevenson, C. C. Talbot, B.N.E.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On or about 29th inst.
LIVERPOOL DIRECT	RHIZUS	Brit. str.	—	P. Magin	MELCHERS & CO.	On 9th July.
BREMEN, VIA PORTS OF CALL.	HAMBURG	Ger. str.	—	T. Hide, B.N.E.	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MARSEILLES & LONDON	SOCOTRA	Brit. str.	—	G. E. T. Cook	MISSOURI MARITIMES	On 17th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHINANO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Fren. str.	—		HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA FOOCHEW	HITACHI MARU	Jap. str.	—	G. Anderson	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	SARINA	Fren. str.	—		HAMBURG-AMERIKA LINIE	On 13th inst. at Noon.
HAVRE & HAMBURG	WITTENBERG	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 12th inst. at Daylight.
HAVRE & HAMBURG	NUENBERG	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	ROBERT	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	GHEZZO	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	INDRAVELLI	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG	INDRAPURA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE & HAMBURG	KNIGHT COMPANION	Brit. str.	—</td			

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

STEAMERS

DUE

GLASGOW and LIVERPOOL " GLAUCUS " On 11th June.
GLASGOW and LIVERPOOL " ALCINUS " On 14th June.

HOMEWARDS.

STEAMERS

TO SAIL

LONDON " DARDANUS " On 11th June.
LONDON " MACHAON " On 25th June.
LONDON, DIRECT " PROMETHEUS " On 9th July.
LIVERPOOL, DIRECT " RHIPHEUS " On 10th June.
Taking cargo at London rates. For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 20th April, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO; CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 14th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Circular Invoices to accompany each shipment of Cargo or Parcel (value at \$10 gold or over) destined to points beyond San Francisco in the United States, shall be sent to the Companys' Office, addressed to the Collector of Customs, San Francisco.

MERCHANT'S INVOICE will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901 at 1 P.M., the Company's Steamship "NATAL," Captain Bois, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the "Armand Bélic", which vessel takes on her Passengers and Mail leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contracts and Value of Packages are required.

For further particulars apply at the Companys' Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 17th May, 1901.

[1273]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship, "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contracts and Value of Packages are required.

For further particulars apply at the Companys' Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY"

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

[1238]

"GLEN" LINE OF STEAMERS.

FOR LONDON

THE Company's Steamship

"GLEN GARRY"

Captain J. S. Stevenson, will be despatched as above on the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 30th May, 1901.

[1281]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

STEAMERS

DUE

GLASGOW and LIVERPOOL " GLAUCUS " On 11th June.
GLASGOW and LIVERPOOL " ALCINUS " On 14th June.

HOMEWARDS.

STEAMERS

TO SAIL

LONDON " DARDANUS " On 11th June.
LONDON " MACHAON " On 25th June.
LONDON, DIRECT " PROMETHEUS " On 9th July.
LIVERPOOL, DIRECT " RHIPHEUS " On 10th June.
Taking cargo at London rates. For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

[15]

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

STEAMERS

TO SAIL

MANILA and ILOILO " SUNGKLIANG " On 5th June.
ILOILO and CEBU " KAIFONG " On 4th June.
WEIHAIWEI and TIENTSIN " KWEIYANG " On 5th June.
PORT DARWIN, THURSDAY " CHANGSHA " On 10th June.

THE attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[16]

Hongkong, 3rd June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON & MELBOURNE, MANILA.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[16]

Hongkong, 20th April, 1901.

THE Steamship

"CORMANDEL"

Captain T. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 8th June, at Noon, taking passengers and cargo for the above parts. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 20th May, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINI UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MENSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCE, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA"

Captain D. Costa, will be despatched as above on WEDNESDAY, the 12th June, at Noon.

POST OFFICE NOTICES.

The Sydney, with the French Mail of the 3rd ultimo, left Saigon on Sunday, the 2nd inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 20th March.

The Chusan, with the English Mail of the 10th May, left Singapore on Saturday, the 1st inst., at noon, and may be expected here on or about Thursday, the 6th inst. This Packet brings replies to letters despatched from Hongkong on 8th April.

The Peru, with the American Mail of the 11th ultimo, left Yokohama on Saturday, the 1st inst., at daylight, and may be expected here on or about Sunday, the 9th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Penang	Telaga	Tuesday, 4th, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Chingua	Tuesday, 4th, 11.00 A.M.
Bangkok	Nature	Tuesday, 4th, 11.00 A.M.
Macao	Hewshan	Tuesday, 4th, 0.15 P.M.
Shanghai, Moji, Kobe and Yokohama	Java	Tuesday, 4th, 1.00 P.M.
Shanghai	Leymoon	Tuesday, 4th, 2.00 P.M.
Shanghai	Chiuyuen	Tuesday, 4th, 2.00 P.M.
Weihaiwei and Tientsin	Kwuiyung	Tuesday, 4th, 5.00 P.M.
Canton	Powas	Tuesday, 4th, 5.00 P.M.
Macau and Iloilo	Sunkiang	Wednesday, 5th, 10.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.	Hongkong and Shanghai Banking Corporation	Wednesday, 5th, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of China	Letters, 11.00 A.M.
Kumashiro and Sumsu	Tungkow	Wednesday, 5th, 3.00 P.M.
Swatow, Amoy and Foochow	Anping Maru	Wednesday, 5th, 5.00 P.M.
Manila	Yuenwang	Thursday, 6th, 3.00 P.M.
Yap, Friedr. Wille, Hafen, Flinschhausen, Herbertshohe and Sydney	Nuentung	Thursday, 6th, 5.00 P.M.
Yokohama, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle	Tone Maru	Friday, 7th, 11.00 A.M.
Manila	Bracmar	Friday, 7th, 11.00 A.M.
Perla	Friday, 7th, 4.00 P.M.	
Europe, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Star Ferry Co., Limited	Saturday, 8th, Circulare, 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Shell Transport & Trading Co., Limited	Papers, 10.30 A.M.
Kobe, Yokohama, Victoria, and Vancouver, B.C.	Coronado	Letters, 11.00 A.M.
Singapore, Penang and Bombay	Changsha	Monday, 10th, 4.00 P.M.
Europe, &c., India via Tuticorin. (Late Letters 11.10 to 12.30 A.M. Extra Postage 10 cents.)	Wednesday, 11th, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Nippon Maru	Letters, 11.00 A.M.
Kobe, Yokohama, San Diego and San Francisco	Hamburg	Wednesday, 12th, 11.00 A.M.
Belgian King	Belgian King	Thursday, 13th, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

TO-DAY.

Sale, Sundry Goods, etc., Sales Rooms, Messrs. Hughes & Hough, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd June.

ON LONDON.—	Telegraphic Transfer	1/11
	Bank Bills, on demand	1/11
	Bank Bills, at 30 days' sight	1/11
	Bank Bills, at 4 months' sight	1/11
	Credits, at 4 months' sight	1/11
	Documentary Bills, 4 months' sight	1/11
ON PARIS.—	Bank Bills, on demand	2/47
	Credits, at 4 months' sight	2/31
ON GERMANY.—	On demand	2/00
ON NEW YORK.—	Bank Bills, on demand	1/11
	Credits, 60 days' sight	1/11
ON BOMBAY.—	Telegraphic Transfer	1/11
	Bank, on demand	1/11
ON CALCUTTA.—	Telegraphic Transfer	1/11
	Bank, on demand	1/11
ON SHANGHAI.—	Bank, at sight	7/2
	Private, 30 days' sight	7/2
ON YOKOHAMA.—	On demand	3/11
ON MANILA.—	On demand	2/11
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	1/11
ON HATPHONG.—	On demand	2/11 p.c. pm.
ON SAIGON.—	On demand	2/11 p.c. pm.
ON BANGKOK.—	On demand	5/9
	SOVEREIGN, Bank's Buying Rate	\$10.07
	GOLD LEAF, 100 fine per tael	\$82.25
	BAR SILVER, per oz.	1/4

OPIUM.

1st June.

Quotations are:

Allow on net, to carry.

Malwa New \$836 to — per picul.

Malwa Old \$840 to \$850

Malwa Older \$860 to \$870

P. P. per wrapped \$880 to —

Persian fine quality \$850 to —

Persian extra fine — to —

Fauna New \$925 to — per chust.

Fauna Old \$975 to —

Banaras New \$990 to —

Banaras Old \$957 to —

DEPARTED.

For Liao, from Hongkong, for Singapore. Mr. and Mrs. A. E. Manico, Messrs. Runge and F. Bonnet; for Marseilles, Messrs. C. D. Sue, Berzin, P. Le Prat, C. Flech, Crespy, Martin, C. Dusmalin, L. Pajin, T. Brus, P. Cavalec, G. Poussard, J. Pirion and F. Andrew.

THE INDIAN MAIL.

The Indo-China steamer Chelydra, from Calcutta and the Straits, left Singapore for this port on the 25th ult., at 5 a.m.

THE ENGLISH MAIL.

The P. & O. steamer Chusan left Singapore for this port on the 1st inst., at noon, with the outward English mails, and is due here on the 6th inst., at about 4 p.m.

THE AMERICAN MAIL.

The P. M. steamer Peru, with mails, &c., from San Francisco to the 11th ult., via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st ult.

THE GERMAN MAIL.

The Imperial German mail steamer Kian-tschou, carrying the German mails with dates from Berlin of the 18th ult., left Colombo on Friday, 5 p.m., the 31st ult., and may be expected here on or about Tuesday, the 11th inst.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of India left Vancouver on the 27th ult., p.m.

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JOINT STOCK SHARES.

HONGKONG, 31st May.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTERS, 2nd JUNE, P.M.

STATION.	1. CAR.	2. CAR.	3. CAR.	4. CAR.	5. CAR.	6. CAR.	7. CAR.	8. CAR.	9. CAR.	10. CAR.	11. CAR.	12. CAR.	13. CAR.	14. CAR.	15. CAR.	16. CAR.	17. CAR.	18. CAR.	19. CAR.	20. CAR.	21. CAR.	22. CAR.	23. CAR.	24. CAR.	25. CAR.	26. CAR.	27. CAR.	28. CAR.	29. CAR.	30. CAR.	31. CAR.	32. CAR.	33. CAR.	34. CAR.	35. CAR.	36. CAR.	37. CAR.	38. CAR.	39. CAR.	40. CAR.	41. CAR.	42. CAR.	43. CAR.	44. CAR.	45. CAR.	46. CAR.	47. CAR.	48. CAR.	49. CAR.	50. CAR.	51. CAR.	52. CAR.	53. CAR.	54. CAR.	55. CAR.	56. CAR.	57. CAR.	58. CAR.	59. CAR.	60. CAR.	61. CAR.	62. CAR.	63. CAR.	64. CAR.	65. CAR.	66. CAR.	67. CAR.	68. CAR.	69. CAR.	70. CAR.	71. CAR.	72. CAR.	73. CAR.	74. CAR.	75. CAR.	76. CAR.	77. CAR.	78. CAR.	79. CAR.	80. CAR.	81. CAR.	82. CAR.	83. CAR.	84. CAR.	85. CAR.	86. CAR.	87. CAR.	88. CAR.	89. CAR.	90. CAR.	91. CAR.	92. CAR.	93. CAR.	94. CAR.	95. CAR.	96. CAR.	97. CAR.	98. CAR.	99. CAR.	100. CAR.	101. CAR.	102. CAR.	103. CAR.	104. CAR.	105. CAR.	106. CAR.	107. CAR.	108. CAR.	109. CAR.	110. CAR.	111. CAR.	112. CAR.	113. CAR.	114. CAR.	115. CAR.	116. CAR.	117. CAR.	118. CAR.	119. CAR.	120. CAR.	121. CAR.	122. CAR.	123. CAR.	124. CAR.	125. CAR.	126. CAR.	127. CAR.	128. CAR.	129. CAR.	130. CAR.	131. CAR.	132. CAR.	133. CAR.	134. CAR.	135. CAR.	136. CAR.	137. CAR.	138. CAR.	139. CAR.	140. CAR.	141. CAR.	142. CAR.	143. CAR.	144. CAR.	145. CAR.	146. CAR.	147. CAR.	148. CAR.	149. CAR.	150. CAR.	151. CAR.	152. CAR.	153. CAR.	154. CAR.	155. CAR.	156. CAR.	157. CAR.	158. CAR.	159. CAR.	160. CAR.	161. CAR.	162. CAR.	163. CAR.	164. CAR.	165. CAR.	166. CAR.	167. CAR.	168. CAR.	169. CAR.	170. CAR.	171. CAR.	172. CAR.	173. CAR.	174. CAR.	175. CAR.	176. CAR.	177. CAR.	178. CAR.	179. CAR.	180. CAR.	181. CAR.	182. CAR.	183. CAR.	184. CAR.	185. CAR.	186. CAR.	187. CAR.	188. CAR.	189. CAR.	190. CAR.	191. CAR.	192. CAR.	193. CAR.	194. CAR.	195. CAR.	196. CAR.	197. CAR.	198. CAR.	199. CAR.	200. CAR.	201. CAR.	202. CAR.	203. CAR.	204. CAR.	205. CAR.	206. CAR.	207. CAR.	208. CAR.	209. CAR.	210. CAR.	211. CAR.	212. CAR.	213. CAR.	214. CAR.	215. CAR.	216. CAR.	217. CAR.	218. CAR.	219. CAR.	220. CAR.	221. CAR.	222. CAR.	223. CAR.	224. CAR.	225. CAR.	226. CAR.	227. CAR.	228. CAR.	229. CAR.	230. CAR.	231. CAR.	232. CAR.	233. CAR.	234. CAR.	235. CAR.	236. CAR.	237. CAR.	238. CAR.	239. CAR.	240. CAR.	241. CAR.	242. CAR.	243. CAR.	244. CAR.	245. CAR.	246. CAR.	247. CAR.	248. CAR.	249. CAR.	250. CAR.	251. CAR.	252. CAR.	253. CAR.	254. CAR.	255. CAR.	256. CAR.	257. CAR.	258. CAR.	259. CAR.	260. CAR.	261. CAR.	262. CAR.	263. CAR.	264. CAR.	265. CAR.	266. CAR.	267. CAR.	268. CAR.	269. CAR.	270. CAR.	271. CAR.	272. CAR.	273. CAR.	274. CAR.	275. CAR.	276. CAR.	277. CAR.	278. CAR.	279. CAR.	280. CAR.	281. CAR.	282. CAR.	283. CAR.	284. CAR.	285. CAR.	286. CAR.	287. CAR.	288. CAR.	289. CAR.	290. CAR.	291. CAR.	292. CAR.	293. CAR.	294. CAR.	295. CAR.	296. CAR